

## **SR- 78/SR-111 Expressway (Brawley Bypass)**

### ■ **PROJECT FEATURES**

- Relieve congestion on State Route 78 (SR-78) and State Route 111 (SR-111) in the City of Brawley by reducing the volume of truck traffic
- Provide continuity in the "NAFTA Net" - a series of transportation project designed to accommodate increased trade due to the North American Free Trade Agreement and the General Agreement on Tariffs and Trade
- Facilitate international and interstate movement of goods
- Reduce travel time through the Brawley

### ■ **PROJECT MAP**

### ■ **THE PROJECT**

The proposed State Route 78/111 Brawley Bypass would be a four-lane divided expressway from State Route 86 (SR-86) north of the City of Brawley to 2.4 km (1.5 miles) south of the eastern junction of State Route 111 (SR-111) and State Route 78 in Imperial County. The alternatives under study in the Draft Environmental Document, the "Fredricks", "Del Rio" and "Del Rio North" alternatives, all bypass the City of Brawley to the north. Major project features of the alternatives include structures at the New River and Union Pacific Railroad crossings, accommodation for future Brawley Airport expansion, and access to the expressway at approximate intervals of 1.6 kilometers (1 mile) at signalized and unsignalized intersections. The Fredricks alternative includes two variations at the intersection with existing SR-111: Variation 1 proposes a signalized intersection and Variation 2 proposes an interchange.

### ■ **BACKGROUND**

Caltrans completed a Project Study Report examining alternatives for an expressway

bypass of the City of Brawley in March 1993. The study was requested by the California Transportation Commission and the City of Brawley. Improvements are planned or underway for SR-111 to the southeast of the City of Brawley and have been completed for SR-86 to the northwest of the City of Brawley. Four-lane expressways are proposed along SR-111 and constructed along SR-86 as outlined in the Imperial Valley Transportation Plan. The Brawley Bypass would provide continuity between these routes, which extend from the US/Mexico border to Riverside County.

### ■ **STATUS**

The Draft Environmental Document was approved on May 11, 2001, and was available for public review and comment until August 27, 2001. A Public Hearing was held on July 18, 2001. The Fredricks Variation 2 (interchange) Alternative was identified as the preferred alternative on November 19, 2001. Construction will be completed in three stages. Stage 1 (Mead Road to SR-78); Stage 2 (SR-78 to Hovley Road) and Stage 3 (Hovley Road to SR-86). The Project Report and Final Environmental Document approval is anticipated in fall 2002. Construction is anticipated to begin in 2004 and end in 2007.

### ■ **FUNDING**

The estimated cost for the preferred alternative is \$108 million (2004 dollars). Currently, \$90 million is programmed in the State Transportation Improvement Plan.

### ■ **CONTACT**

For more information on this project, please contact Gustavo Dallarda, Project Manager, at (619) 688-6738.